General Company of the Company of th

CARNAC.

Something About a Wonderful Monument. On the coast, near the little town of Carnac, three leagues from the town of Auray, in the department of Morbihan, in Northwestern France, is found a monument of rude stones, more wonderful than the Pyramids of Egypt, and probably the most stupendous work of man on the earth. The road from Auray to Carnac is extremely difficut; it is traversed by hills and cross-roads, which are almost impassable. There cannot be a more wild or deserted district, or scenes less calculated to remind one of civilization and the enjoyments of an enlightened people. The airy steeple of Carnac is discovered long before you come near it. Some long stones, placed on the hills and on hillocks of sand, precede the great theatre of which you are in quest. On the left, and afar off, we saw in the horizon heaps of stones, which we avoided, taking them for parts of walls or some ruined fortress; we reached, at length, one of the tombs of the monument towards the west. Says M. de Cambry:- "I will not attempt to describe to you my surprise at the sight of these wonderful masses stretching towards the horizon in the midst of the desert which surrounds them; of this morrument, so simple and majestic, so prodigious from its extent, and the labor it must have

It is there without anything but the sand on which it rests and the arch of heaven which covers it: no inscription to explain it. no analogy to guide one in the research. The person whom you call to your aid, or the traveller of whom you inquire, looks at it and turns aside, or tells you some ridiculous story, as, that it was an old camp of Casar's, an army turned into stone, or that it is the work of the crions, little men or demons, two or three feet in height, more powerful than giants, who are supposed to have carried these huge blocks in their hands. These crions, or gories, are supposed to dance during the night about the Druidical monument. Woe to the traveller who passes that way within their reach! He is forced into the rapid dance; he falls down amid the bursts of laughter of these durii, or wanton hobgoblins, who disappear at break of day.

"An old sailor," says M. de Cambry, "told me in answer, two striking circumstances: first, that one of these stones still covers an immense treasure; and, the better to hide it the many thousand others had been raised; and that a calculation, of which the key was only to be found in the Tower of London, could alone indicate the position of the treasure. This reminds one of the sacred shields, the ancilia of the Romans. My readers will remember that the ancilia was a small bronze shield preserved at Rome in the Temple of Mars, and regarded as a kind of palladium, to which was attached the power of the empire. Tradition has established that the ancilia was sent from Heaven to Numa Pompilius; the keeping of it was confided to a dozen priests named Salians. To render more difficult the carrying off of this shield, Numa had eleven others, exactly like it, made. Second, that in the month of June, each year, the ancients added a stone to those already set up, and that they were illuminated at great expense the night preceding this ceremony.' These stones are placed in eleven straight

lines, which are from thirty to thirty-three feet distant. The space between the stones in the lines varies from twelve to fifteen feet. The largest of the stones rise twenty-one or twenty-two feet above the ground. Their breadth and thickness vary as well as their height; but some of them are enormous, especially in the part near Kervario, near the ill of Kerner. One of them is twenty-two feet high, twelve feet broad, and six feet thick, exclusive of what is concealed by the sand; it must weigh two hundred and fifty-six thousand eight hundred pounds, supposing the cubic foot of granite two hundred pounds.

From Kervario, the sea and low lands are discovered at a distance. The view is most interesting, and the more so as one cannot avoid being struck with astonishment at the surrounding objects.

M. de Caylus supposes them tombs; Ogee and Dulandes, curious antiquaries, will have it that the stones of Carnac were a camp of Cresar, and placed there by the Romans.

M. Boulay, an enlightened inhabitant of Auray, states that they extended formerly nearly three leagues along the coast. They are estimated to be about ten thousand stones in number, and to extend at present nearly These stones have the most extraordinary

appearance. They are isolated in a great plain, without trees or bushes-not a flint or fragment of stone is to be seen on the sand which supports them. They are poised without foundations. They bring to our minds a period not to be reached by history or calcu-

If will be noticed that this monument has the same name as the Temple of Carnac in Egypt and the Carnatic in India, and was probably built by the same people, the Jains or Buddhists from Upper India, that built Stonehedge and Abury in England. These are all the work of the same era with the caves and cromlechs of India, the cairns and cromlechs of Europe, and the Pyramids of Egypt.—Appleton's Journal.

Father Prout and "The Bells of Shandon The author of the very beautiful poem, "The Bells of Shandon," who was better known as "Father Prout" than by his real name, Francis Mahony, was a most remarkable character. In him were combined the scholar, poet, wit, the "madcap priest," author, newspaper writer, and the rollicking, hard-drinking Irishman. A more genial companion than the little, elderly, intellectual-looking man, with laughing blue eyes, with whom we sometimes sat in the Cafe Cardinal on the Boulevard des Italiens, it would have been difficult to find even in the city of

"The great resort of all the world, Checkered with all complexions of mankind" only leaving his residence in the Rue des Mou-lins for an occasional visit to London.

Born in Cork, in the fifth year of the present century, he was educated in Jesuit colleges of France, and the University of Rome, and became a Roman Catholic of the old school. Caring less for religion than letters, he early took to literature as a profession, accepting an appointment on the staff of Fraser's Magazine, upon the invitation of Dr. Maginn, the "O'Doherty" of Christopher North's "Noctes Ambrosianae." A colleague of some of the brightest spirits in Lon-don, Mahony was fully their equal in wit and humor—probably their superior in classical

He was among the most frequent visitors to Fraser's back parlor in Regent street; and in Maclise's famous picture may be seen Mahony with his friends Coleridge, Thackeray, Count D'Orsay, Lockhart, Carlyle, Harrison Ainsworth, b'Orsay, Lockhart, Carlyle, Harrison Ainsworth, the Rev. Edward Irving, Dr. Maginn, and other literary notabilities of London. When it was re-solved to print Father Prout's papers in a sepa-rate form, Maclise did the illustrations for the book; and it is in this volume that the best por-trait of Sir Walter Scott is to be found. The

of the Daily News in Rome, and a few years | lain, without a minute's delay, set him later became the Paris correspondent of the London Globe. No one could fall to recognize his style-brimful of scholarly allusions called from all sorts of unheard-of authors, who were familiar enough to him; caustic and witty spiced here and there with some siy quotation frem Irish ballads or verses of his own manufacture, and yet, as to facis, so cautious, so trustworthy, and so transparently honest. For a score of years, and, indeed, until a few weeks before his death, which took place in the entre-sol in the Rue des Moulins, a street in the Rue Neuve des Petits Champs, he wrote his attractive letters, and was the recognized leader in Paris of that curious body known as Bohemians

As regards Rome, there never was the slighter doubt of Mahony's orthodoxy—so little, indeed that he might have had a cardinal's hat to cover his bald little head, but for his one great fault conviviality. At the Eternal City, so strongly impressed were the leading men of the Church with his abilities and wonderful scholarship that it was intimated to him that he might hop to rise high in ecclesiastical honors, if he would devote himself exclusively to the Pope. He assented; a period of probation was assigned, during which it was ascertained that his notions of temperance were entirely too liberal for the Church. Mahony told Maginn the temptations he had at Rome, adding, 'Any road, they say, leads to Rome; but would it not have been odd if I had gone to seat myself there through the Groves of Blarney?"

Shandon is an aucient and most interesting abbey within the city of Cork, celebrated for its bells. Connected with these famous 'Bells of Shandon' there is a beautiful legend One of the monks of the abbey was driven, with the rest of the ecclesiastical household, away from this sacred home at the time of one of th wars in Ireland. Leaving the shores of his native land, he journeyed through England. France, and Italy, a broken-hearted exile. All his life had been spent in this holy abbey, on the banks of the Lee, and every morning and noon and at midnight, during a long life-time, he had listened to the sweet music of those bells of Shandon, and the memory of the dear old chiming haunted him on every step of his long wandering. Months and years passed away, and yet his recollections of those rich and holy chimes were ever fresh and vivid. After a long time spent upon the Continent, he determined to return to the abbey and pass his last days there, to be lulled to sleep by the music of its bells, and be laid to rest under its shadow. Over the Alps and through France, and across England, he wended his weary way on foot, till, jaded and worn, he arrived at Bristol, and took passage for the city of Mahony's birth. As he entered the beautiful Cove of Cork and while the boat was slowly sailing up the lovely river of Lee, floods of golden memories were passing over his soul-every tree and rock, and astle and crag, was rich with history to him. By-and-by the shore was approached, as evening lrew on, and the gables and buttresses of th abbey appeared in the distance. At length the soleinn bells slowly began the vesper-peal, and wer the waters the sweet music came stealing dong the lurking shadows till it reached the ears of the venerable monk. It was too pre clous for him; his heart could not hold it. rowers stopped and sprinkled a few drops of water wpon his cold brow, and lifted him up, hoping that the breeze would revive him. But he was gone .- Appleton's Journal.

Foreign Items.

-Several gentlemen, including Mr. George Cruikshank, have addressed (on behalf of a Mr. Frederick Rowe) "a petition to the First Lord of the Treasury for an award from the Treasury fund, in consideration of twenty-five years' occasional and gratuitous contributions to literature." This is the first time, we believe, that such grounds have been stated for such an appli-

-Of the enlarged edition of Sir David Lyndesay's works printed in 1568 by John Skot for H. Charteris, Mr. Christie-Miller's copy at Britwell has been hitherto supposed to be the only one; but a second and very good copy has lately turned up in Lord Mostyn's library. This enlarged edition of the works contains six minor poems not included in the two earlier

-A new volume of poems by Mr. Gerald Massey, entitled "A Tale of Eternity, and Other Poems," will shortly appear. It is eight or nine years since Mr. Massey published his last book of poetry, "Havelock's March," which passed with little or no notice from the reviewers, pro-bably on account of a prefatory note which misled them into thinking the book was merely a reprint of old material.

-An interesting discovery has been made by Mr. Wynne, in preparing the catalogue of the Hengwrt MSS., in the Peniarth Library. He found a quarto volume entitled "Legendary Lives of Saints," written, not in Welsh, but in Cornish. It proves to be a most important addi tion to our scanty remains of ancient Cornish literature. No mention is made by any Cornish

writer that such a work had ever existed. -At the inauguration of the monument re-cently erected at Prague to its first Archbishop, the ancient city was not a little surprised to see the Jews' houses and the Synagogue gaily dressed with flags in honour of the occasion. The Jews had not forgotten (what had slipped from Christian memory) that five hundred years ago the Archbishop had been a kind-hearted man towards their eruelly-oppressed predecessors.

—When readers of Mr. Hepworth Dixon's work, "Her Majesty's Tower," closed the book,

they felt that the author had broken off just as a series of the most exciting stories presented themselves to be told. These latter stories will not remain unnarrated. They will appear in a second series of the work, in October next; and the public may open the book with a self-gratulatory murmur of "The Tower! aye, the Tower! —It has been reserved to an ingenious doctor of Stettin to demonstrate the correlation between

taxation and longevity. From an article published in the Volkszahlungsbericht it appears that throughout Northern Germany of one hundred persons paying fifteen thalers per annum in taxes one dies yearly; among those who pay twelve thalers the number of deaths is two; among those who pay nine thalers, three; and so on in a regular progression, an increase of one per cent, in the deaths corresponding to each iminution of three thalers in taxation.

-All the extraordinary proceedings of the many fanatical sects whose rapid increase has xcited so much anxiety in Russia are fairly thrown into the shade by a terrible act of selfimmolation which is reported from the Government of Saratow. A few months ago the prophets of a new religion made their appearance in that part of the empire, preaching self-detruction by fire as the only sure road to salvation; and so readily was their dreadful doctrine received by the ignorant and superstitious pea-santry, that in one large village no less than 1700 persons assembled in some wooden houses, and having barricaded the doors and windows, set the buildings on fire and perished in the flames. The authorities are doing all they can to stay the progress of this new madness, but their task is obviously a difficult one. The punishments which the law can inflict must have little terror for enthusiasts who deliberately choose a death so horrible as the true road to heaven.

-A part of the hospitable reception of an Eastern prince is to give him a concert, though the least consideration would show that concerts can form but a small part of the occupations of such personages. As the princes must profess to admire the divine art, they are terribly bored. They have quite enough at home, when, to show their civilization, they are compelled to accede to the request of an ambassador and hear some traveiling celebrity. La Perseveranza gives the following account of the gracious reception by the Sultan of the "celebrated" violinist, Wieniawski. On getting into the palace of Dolma Bakche, he was ushered into a small room where there were only a piano and a music-stool. This room was between two great saloons, one crowded with the attendants, and in the other was the Sultan, so placed in a corner that he could not be seen by the player, and at the door was a chamberlain to give orders for trait of Sir Walter Scott is to be found. The great Scotchman is represented kissing the blarney-stone.

Twenty-three years ago Mahony accepted from Charles Dickens the post of correspondent

lain, without a minute's delay, set him going again, and kept him at it in this way till he had got through twenty-two pleces at a stretch. The twenty-third, a mazourka, was stopped half way through summarily: but the musician re-ceived two hundred pounds in gold pieces before leaving. Some of the details of this statement are denied by local authorities, but it is pretty near the mark. No wonder the Sultan prefers the Christy Minstrels and Bones, or a band of

jugglers. There is a model nursery in St. Luke's Workhouse, London, to which the attention of the guardians of the Holborn Union has been called, and not without reason, for we fear that the prattle of infancy must be heard in that nursery occasionally criticizing the guardians and the Poor Law Board in a spirit not altogether reverent. The Lancet recently describes this charming receptacle for children as a confined building, the entrance to which is in close proximity to some latrines and closets, which are not permanently supplied with water. On entering, immediately behind the door is a sink which stunk abominably, and was complained of by the nurse in charge. In the day-room there were eleven mothers with their infants, the latter ttended during working hours by aged inmates. Ventilation, properly so called, is, from the situ-ation, quite impossible; and the sour and fetid atmosphere was indicative of frequent if not constant diarrhea among one or more of the children. This combination of sewer gas and foul air is conducted by the staircase to an upper room, in which there are ten bed-steads placed so close together that some of them have to be turned up on end to see and clean the floor; in fact, there is no space be-tween them. Here, also, there is no effectual ventilation, and the atmosphere at night is reported to be most offensive, although the openings in the windows (15 feet by 20 feet only) are never closed. In this 'hole of Calcutta" sleep nine women and nine children, with a superintending pauper nurse, and the atmoere is made worse by a constant gas-light. No wonder, the Lancet says, that diarrhea has prevailed, and that the children all. The only onder is that, between parents and guardians, children of limited means in this country ever survive the happy hours of childhood. It is to be feared that Bumble has slaughtered more innocents than Herod, and, as Bumble dislikes interference, we can only pity the little victims, and console ourselves by reflecting that they would probably succumb all the quicker in their own homes.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-Way Mail Train at 8:30 A. M. (Sunday excepted), for Ealtimore, stopping at all regular stations.

Connecting with Delaware Railroad at Wilmington for Crisileid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for

Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

miligion with train for New Castle, Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Thurlow, Linwood, Chaymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11'30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia. And Magnolia.

Passengers for Fortress Monroe and Norfolk will ake the 12 00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington.
Leave Philadelphia at 11 00 A. M., 230, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and intermediate ware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Ealtimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. M.

tanton, Newport, Wilmington, Claymont, Linwood,

station, Newport, whimington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 435 P. M.

The 750 A. M. train will stop at all stations have

cepted) at 7 00 A. M. and 4 35 P. M.

The 7 00 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1 20 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M.

Trains leaving Wilmington at 6 30 A. M. and 4 15 P.

M. will connect at Lamokin Junction with 7 00 A. M. and 4 30 P. M. Trains for Baitimore Central Rail road.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickelr at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10 A. M., 1-56 P. M., 4-50 P. M., and 6-45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12-30 P. M. and 5-45 P. M. Leave B. C. Junction for Philadelphia at 5-30 A. M. and 1-45

B. C. Junction for Philadelphia at 5-30 A. M. and 1-45

P. M.

Train leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 435 P. M. will stop at Media; leaving Philadelphia at 435 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 425 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:00 A. M. cave Philadelphia for B. C. Junction at 7-15 Leave West Chester for Philadelphia at 7 45 A. M. and 4 45 P. M. Leave B. C. Junction for Philadelphia at 6 00 A.

M. WILLIAM C. WHESLER,

General Superintendent.

W EST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper

Ferry), at S-15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.

3-20 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations.

5-20 P. M., Woodbury and Glassboro accommodation.

Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between

Philadelphia and all stations.

WM. J. SEWELL, Superintendent. September 16, 1869. WOODLANDS CEMETERY COMPANY .-

The following Melected for the year 1869:	anagers and Officers have be
William H. Moore.	RICE, President.
Gillies Dallett.	Ferdinand J. Dreer, George L. Buzby,
Edwin Greble, Secretary and Treasure	B. A. Knight.
The Managers bases on	seed a resolution requiring be to present tickets at the entra
the Water Company, I	to. 818 AROH Street, or of any

A LEXANDER G. CATTELL & CO., PRODUCK COMMISSION MERCHANTS, No. 10 MORTH WHARVES

NO. 37 NORTH WATER STREET, 2 255

ALEXANDER G. CATTELL.

ELMAR CATTELL.

RAILROAD LINES.

READING BAILBOAD,-GREAT TRUNK LINE R from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Hagerstown, etc.
The 7-20 A. M. train connects at READING with East Pennsylvania Halfroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberiand Valley and Schwick Days Assemblance for Northern Central, Cumberiand Valley and Schwick Days of Space Control of the State of t ey, and Schuylkill and Susquehanna trains for Nor-humberland, Williamsport, York, Chambersburg,

Pinegrove, etc.
AFTERNOON EXPRESS. Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Hailroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6*25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8*40 A.
M. Returning, leaves Philadelphia at 4*30 P. M.;
arrives in Pottstown at 6*40 P. M. READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Philadelphia at 1e-15 A. M. Keturning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9-40 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at S-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M. eiphip at 645 P. M. Harrisburg Accommodation leaves Reading at 15 A. M. and Harrisburg at 4 10 P. M. Connecting

at Reading with Afternoon Accommodation south at 6:50 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A.M., 12:45, and 4:30 P.M. trains from Philadelphia. Returning from Downingtown at 6:10 A.M., 1 and 5:45 P.M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 15 P. M. trains for Philadelphia, returning from Skippack at 645 and 845 A.M. and 1 P. M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 150 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train (caves Harrisonry on arrival of Pennsylvania Express from Pittaburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. and 210 and 410 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 555 A. M. and 320 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for
Pinegrove and Tremont, returning from Harrisburg
at 745 A. M. and 340 P. M., and from Tremont at
6:45 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, orning Accommodation Market Train Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta-tions by Reading and Poitstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS .- At 25 per cent. discount, between any points designed, for families MILEAGE TICKETS .- Good for 2000 miles, b tween all points, at \$52 50 each, for families and

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

will be furnished with eards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and

for the principal stations only at 215 P. M.
FREIGHT TRAINS leave Philadelphia daily at 425 A. M., 1245 noon, 5 and 7 15 P. M., for Reading, Labanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect bag.

gage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walmut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Tepot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention TRAINS LEAVE DEPOT, VIZ. :-

Enie Mail and Pitisburg Express. 9:50 P. M.
Erie Accommodation 11:00 P. M.
Philadelphia Express, 19 night.
Erie Mail leaves dally, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at so'clock.
Philadelphia Express leaves dally. Cincinnati
Express daily, except Saturday. All other trains
daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. RAILROAD LINES.

1869. FOR NEW YORK. THE CAMDEN ton Railroad Companies lines from Philadelphia and Trensenton Railroad Companies lines from Philadelphia to New York and Way Places.

FROM WAINUT STREET WRAIP.

At 6-30 A. M., via Camden and Amboy Accom. \$2-25
At S. A. M., via Camden and Amboy Express. 3-90
At 6 P. M., via Camden and Amboy Express. 3-90
At 6 P. M., for Amboy and intermediate stations.

At 6-30 and S. A. M. and 2 P. M., for Freehold.

At S. A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At S and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11 30 P. M. line leaves Market Street Ferry,

(upper side).

PROM EENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:15 A. M. and 6 P. M. for Dristol. At 7:00 and 11 A. M., 2:30 and 5 P. M. for Morris-At 539 and 10 13. M., 230 and 6 F. M. for Abbits ville and Tullytown.
At 530 and 10 15 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.
At 750 and 10 15 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.

At 9:20 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trantes. Frenton.
At 9 30 A. M., 4, 6 45, and 12 P. M., for Bristol.
At 13 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Ed lington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 9-30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 39 minutes before departure. The cars of Market street Railway run direct to West Philadelphia Depot. Chesnut and Wainut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Strouds-

burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHTSTON.

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mourat Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 34, 34, 34, 4, 4 35, 5 05, 5 3, 6, 6 3, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10¾
P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8 05, 10 05, and 11½ P. M.
Leave Norristown at 5 40, 6½, 7, 7½, 9, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7¼ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken.
ON SUNDAYS,
Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 534, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6½, 805, 10 05, and 11½ P. M.

Leave Manayank at 610, 7, 7½, 8:10, 9½, and 11½

A. M., 2, 3½, 5, 6¾, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayank. at School lane and Manayunk.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Carmei, Piliston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted) as follows:—

At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

At 9.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scianton, and New Jersey Central and Morris and Essex Railroads.

Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Eastor,
Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Mauch Chunk, Wikesbarre, Phiston, Scranton, and Hazleton.

At 540 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 645 and 1045 A. M., and 1120 P. M.

For Abington at 115, 315, 520, and 8 P. M.

For Lansdale at 620 P. M.

Fitth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 00 A. M., 2 10, 4 45, and 8 25

From Doylestown at 8-25 A. M., 4-35 and 7-05 P. M. Fram Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 9:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.

Philadelphia for Betnienem at 1939 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 630 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office No. 108 S. FIETH Street. Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia.....

Williamsport..... " Williamsport 7:30 A.
arrives at Erie. 8:15 P.
ERIE EXPRESS leaves Philadelphia. 11:50 A.
" Williamsport 9:00 P.

" Williamsport ... arrives at Erie ... ELMIRA MAIL leaves Philadelphia ... Williamsport ... arrives at Lock Haven10 00 A. 8 00 A. KASTWARD.

AUOTION SALES. M. THOMAS & SONS, NOS. 139 AND 141

Extensive Sale at the Auction Rooms, Nos. 133 and 1di
SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
EIGHT MANTEL AND PIER MIRRORS, Office Furniture, Hair Mattressee, Feather Bells, Obina and Glass
Ware, Stoves, Haudsome Volvet, Brussels, and other
Caupets, Eig.

Ware, Stoves, Handsome Veivet, Brussels, and other Caspets, Etc.

On Thursday Morning.

Sept. 28, at eo'clock, at the auction rooms, by catalogus, a large assortment of superior Household Furniture, comprising. Handsome wainut parlor furnitures, covered with plants reps, and hair cloth; library and dising-room furnitures, walnut chamber suits; three reserved and mandagany plane fortes; eight Franch plate mantel mirrors; melodeous, wardrobes, bookcases, singebrards, extension, fine hair mattrease, feather beds, busters and pillows, china, glass, and plated ware, superior office deaks and tables, superior seeing machines, made by Singer, Ladd & Webuter, and Howe; salamander asfe, rastoves, counters, force pump, large clothes mangle, handcome velvet, Brussels and other carpets, oil paintings, etc.

DUNTING, DURRORGW & CO. Alfordows.

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS, On Thursday Morning, Sept. 26, at 10 o'clock, on four months' crodit. 917 3t

IMPORTANT SALE OF CARPETINGS, OIL.

CLOTHS, ETC.
On Fiday Morning,
Sept. 24, at 11 o'clock, on four months' credit, about 20 pieces ingrain. Venetian, list, hemp, cottage, and rag car petings, oil cloths, rugs, etc.

9 18 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Menday Morning.
Sept, 27, at 10 o'clock, on four months' credit, including a special sale, by order of Messes Kutter, Luckemeser & Co., or Vienna, broche long shawle, of Sebastian Haydter's well-known make, and
Long and square Thibet and merino shawls, with wool and silk fringes.

ALSO.

ALSO, Large, special, and attractive sale of RICH BONNET RIBBONS. by order of Kutter, Luckemoyer & Co., comprising
Full line all boiled, corded edge pout de soie ribbons,
solid and ascerted, of the most desirable shades.
Full lines all boiled, round edge, black taffeta ribbons,

(o. 4 to 100. Full lines all boiled black gros grain ribbons. Full lines extra qualities colored and black satin ribons. Full lines of round edge taffets ribbons. Full lines of St. Etionne colored silk velvet ribbons, No.

4 to 80.
Line of St. Etienns black velvet ribbons.
Also, an invoice of sash ribbons.
ALSO,
A full line of colored and black millinory volvet, of a

ALSO, A fresh assortment of extra qualities black velvets.

ALSO,
Complete line of colored and black satins, gros do Naples, black crope, malines, real ostrich feathers, etc. 9 21 5t

MARTIN BROTHERS, AUCTIONEERS,— No. 553 CHESNUT Street, rear entrance from Minor, Sale No. 529 Chernut street.

HANDSOME WALNUT PARLOR, DINING ROOM,
AND CHAMBER FURNI-URE, PIANO FORTE,
FINE FRENCH PLATE MIRRORS, HANDSOME
BRUSSELS AND IMPERIAL CAPPETS, FINE
PLATE GLASSHOW CASES, SUPERIOR FORE,
PROOF SAFES, WALNUT OFFICE FURNITURE,
ETC. ETC.

Sept. 22 at 19 o'clock, at the auction rooms, No 529 Chesnut street, by catalogue, very desirable Furniture, or of

TRADE SALE OF HARDWARE AND CUTLERY, Heavy and Sheli Hardware, Table and Pocket Cutlery of every description, etc.

On Thursday Morning,
Sept. 23, at 10 o'clock, at the auction rooms, 529 Chesnut street, by cacalogue, a large and valuable assortment of heavy and shelf hardware, table and pocket cutlery, 329 cozen of coal and meal steves, shovels, hods, tools, saws, Russel's American cutlery, Wade & Butcher's cutlery, Redeers' reisson, plated ware, fanovecode, etc. odgers' scissors, plated ware, fancy goods, etc. Sale absolute. Terms cash.

Sale absolute. Terms cast.

Sale at Line street and Haddonfield road, Camdon. THE VALUABLE COLLECTION OF CHOICE TREES, SHRUBS, Green and Hot House Plants, etc., belonging to John F. Starr, Esq.

Sept. 23, at 11 o'clock, at the Green and Hot Houses of John F. Starr, Esq., Lane street and Haddonfield road, Camdon, N. J., the rare and valuable collection of trees, shrubs, green and hot house plants, of every variety.

Catalogues ready and the plants arranged for examination three days previous to sale.

Internation regarding the plants may be had of Mr. Robert Scott, Florist, No. 755 S. Ninetcenth st. 9 15 8t.

Sale Fo 121 Irinker street,
THREE VERY SUPERIOR TURNING LATHES,
EXTRA LARGE BORING AND TURNING LATHE,
VISES, PULLEYS, SHAFFING, BELTING, PATTERNS, ANVILA, BELLOWS, TAPS, BORING
BARS, MANDRILLS, BOLTS, PORTABLE FORGE,
WORK BENCHES, ETC.
Cn Saturday morning.
25th inst., at 11 o'clock, at No. 121 Drinker street, between Arch and Race streets, and Second and Third sts., by catalogue, the entire Machinery and Tools of a Mac Shep. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 3021 Pine street.
WALNUT FURNITURE, SITTING, DINING ROOM, AND CHAMBER FURNITURE, BRUSSELS AND OTHER CARPETS, CHINA, GLASSW ARE, ETC.
On Wednesday Morning,
Sept. 25d, at 10 o'clock, at No. 3021 Pine street, will be sold the household furniture and curpets of a family deciming housekeeping.
The furniture can be examined after 8 o'clock on the morning of sale.

Sale at No. 1905 North Thirteenth street.
WALNUT PARLOR FURNITURE, WALNUT CHAMBER AND DINING ROOM FURNITURE, COTTAGE SUITS, HAIR MATTRESSES, BOLSTERS AND PILLOWS, BRUSSELS, INGRAIN AND VENETIAN CARPETS, KITCHEN FURNITURE,

VENETIAN CARPETS, Morning,
ETC. ETC.
On Thursday Marning.
23d inst. at 10 o'clock, by catalogue, at No. 1895 North
Thirteenth street, will be sold the entire furniture of a
family removing from the city.
The furniture can be examined after 8 o'clock on morn[9 21 26]

Sale at No. 1419 Arch street.

ELEGANT HOUSEHOLD FURNITURE, LARGE FRENCH-PLATE MANTEL AND PIER MIRRORS, SUPERIOR ROSEWOOD PIANO-FORTE, BY MEYER: RIGH AXMINSTER AND BRUSSELS CARPETS, FINE BRONZES AND STATUARY, CHINA, GLASSWARE, ETC.

On Thesday Morning,
Sept. 28, at 10 o'clock, at No. 1419 Arch street, will be sold, by catalogue, the entire household furniture of a family going to Emope.

The cabinet furniture was made to order by Messes. W. & J. Allen, and has been in use but a short time.

Catalogues can be had at the auction store.
The furniture can be examined at 8 o'clock on the morning of sale.

BY DAVIS & HARVEY, AUCTIONEERS (formerly with M. Thomas & Sons), Store, Nos. 48 and 20 N. SIXTH Street.

Sale No. 2012 Green Street.

Sale No. 2012 Green Street.

Sale No. 2012 Green Street.

ELEGANT WALNUT DRAWING ROOM, DINING ROOV AND CHAMBER FURNITURE, FRENCH PLATE MIRBOR. RICH WILTON GARPET, FINE CHOICE FNGBAVINGS, ETC.

On Thursday Morning.

September 23, at 10 o'clock by cut slogue, at No. 2012 Green street, the entire elegant Furniture, comprising suit drawing room furniture, richly carved, made by Moores & Campion four suits handsome wahnut chamber furniture, walnut library furniture, casy chair and green reps founges, very elegant walnut buffet and dining room furniture, large centre tables, fine mirror, fine engravings, hardsome Gothic hall set, rich Wilton carpet, fine Brassols, hardsone Gothic hall set, rich Wilton carpet, fine Brassols, hardsone, cooking utensils, etc. The furniture was unsee to order by Moore & Campion and Heakels.

HANDSOME MODERN RESIDENCE, NO. 2012

HANDSOME MODERN RESIDENCE, NO. 2012
GREEN STREET, WITH SIDE YARD.
On Thursday Morning,
September 23, at 10 o'clock, on the premises, handsome Modern Residence, with three-story back buildings and lot of ground, situate on the south side of Green street, No. 2012.
Full description in to-morrow's paper, and in handbills at the Auction Rooms.

L IPPINCOTT, SON & CO., AUCTIONEERS LARGE POSITIVE SALE Ess PACKAGES AND LOTS Foreign and Domestic Dry Goods, Hosiery Goods, Linen Goods, Haudkerchlefa, Rid Gloves, Furnishing Goods, Millinery Goods, Hoop Skirts and Corsets, Fancy Goods, Notions, etc.

SPECIAL SALE GOVERNMENT GOODS.

150 cases Government Clothing, crusisting of blue infantsy frock coats, pants, cavalry jackets and pants, lined; blueses (new goods); blue and black overcoats, etc.

Also, 26 bales II lb. United States blankets.

On Wednesday Morning.

Sept. 22, at 10 c clock, on four months' credit. 920 2t 7

C. D. McCLEES & CO., AUCTIONEERS.

SALE OF 1500 CASES BOOTS, HOES, BROGANS, ETC.

On Thursday Morning, goods from the best city and Eastern manufactories, to which we call the barry attention of the trade.

By B S C O T T J R.

By B ART GALLERY, No. 1996 OHESNOT

NOW IS THE TIME TO CLEANSE YOUR HOUSE, WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER

Is unequalled for scrubbing Paints, Floors, and all house hold use. Ask for it and take no other.

4 22 dec. No. 1156 FRANKFORD Road. 4 22 60r EMPIRE SLATE MANTEL WORKS.—J. B.